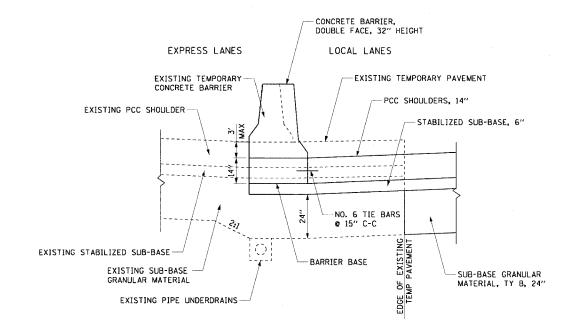
## CONSTRUCTION OF SUB-BASE GRANULAR MATERIAL UNDER PROPOSED DOUBLE FACE BARRIER WALL



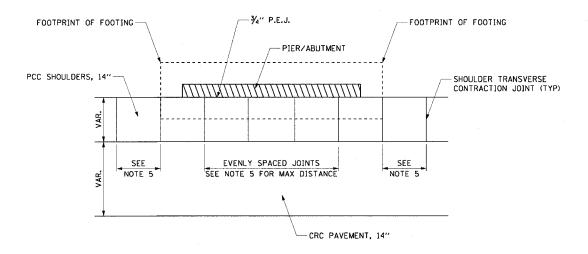
EXISTING EXPRESS LANES HIGHER THAN PROPOSED LOCAL LANES N.T.S.  $\ensuremath{\mathsf{N}}$ 

## NOTES

- 1. SEE IDOT HIGHWAY STANDARD 637001 FOR DOUBLE FACE CONCRETE BARRIER DETAILS.
- 2. THE TOE OF THE PROPOSED BARRIER WALL ALONG THE EXPRESS LANES SHOULDER SHALL MATCH THE EDGE OF THE EXISTING SHOULDER.
- 3. SEE RDT-4 FOR DOUBLE FACE BARRIER WALL ELEVATIONS.
- PROPOSED SUB-BASE GRANULAR MATERIAL, TY B, 24" SHALL BE CONSTRUCTED BEGINNING AT THE EDGE OF THE EXISTING TEMPORARY PAYEMENT.
- 5. IF THE BARRIER BASE IS CONSTRUCTED INDEPENDENTLY OF THE PCC SHOULDER, THE TIE BARS SHALL BE PLACED AT A DEPTH WHERE THE BAR TIES THE BARRIER BASE TO THE "LOW SIDE" PCC SHOULDER.
- 6. TIE BARS SHALL BE NO. 6 EPOXY COATED, 12" LONG, 15" C-C AND SHALL BE INCLUDED IN THE COST OF THE BARRIER BASE.

F.A.I. RTE.	SECTION	1	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	•		COOK	247	165
STA.	TO STA.				
FED. ROAD	DIST. NO. 1 ILLINOIS FED. AID PROJECT				
60A63	• (1	919.15,	2021-922	PT1 & PT	2) R-2

## SHOULDER JOINTS AT PIERS AND ABUTMENTS



## NOTES

- CARE SHOULD BE TAKEN WHEN EXCAVATING NEAR AND AROUND EXISTING PIERS AND ABUTMENTS.
- 2. THE CONTRACTOR SHALL VERIFY THE FOOTPRINT OF THE FOOTING DURING EXCAVATION.
- 3. THE MINIMUM WIDTH BETWEEN SHOULDER TRANSVERSE CONTRACTION JOINTS SHOULD BE NO LESS THAN 7' C-C.
- 4. 34" P.E.J. SHALL BE INCLUDED IN THE COST OF PCC SHOULDERS, 14".
- 5, THE SPACING OF THE SHOULDER TRANSVERSE CONSTRUCTION JOINT SHALL BE 20' C-C ALONG THE INSIDE SHOULDER AND 15' C-C ALONG THE OUTSIDE SHOULDER.

RDT-5

DRAWN BY: NJH CHECKED BY: RMG

		181 5
REVISIONS NAME	DATE	ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
		63RD STREET TO GARFIELD BLVD (SB LOCAL LANES)
		ROADWAY DETAILS SHOULDER JOINTS AT PIERS AND ABUTMENTS CONSTRUCTION OF SUB-BASE GRAN MATERIAL

SCALE: NONE

CTE | AECOM